



# REPORT FOR MAY 2013

1 May 2013 - 31 May 2013

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Situation Update

### Number and Significance Level of Incidents

A total of four actual incidents of robbery against ships were reported in May 2013. No piracy incident was reported<sup>1</sup>. Compared to the same month of 2012 (eight incidents), the number of incidents reported in May 2013 had decreased by 50%. The number of incidents reported in May 2013 is the lowest compared to the same period during past four reporting years (2009-2012). Graph 1 shows the number of incidents reported in May of 2009-2013.

Of the four actual incidents reported in May 2013, three were Category 3 (less significant) incidents and one was a petty theft (minimum significant) incident. Notably, for the first time in May of 2009-2013, no Category 2 incident was reported. However, the number of Category 3 incidents had increased in May 2013 compared to the same period of 2009-2012.



Graph 1 – Number of incidents (May of 2009-2013)

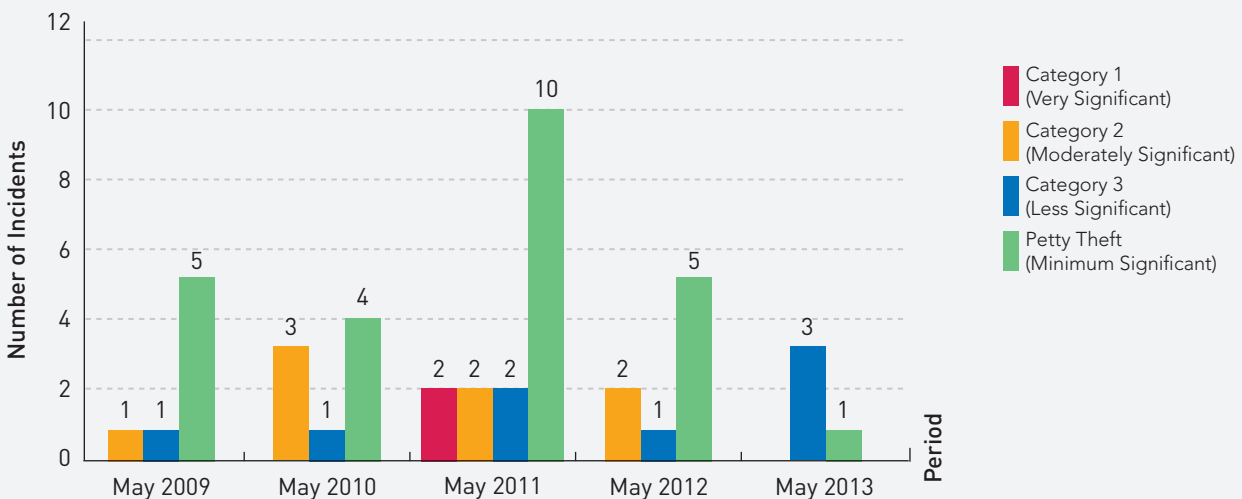


Chart 1 – Significance level of incidents (May of 2009-2013)

<sup>1</sup> Refer to ReCAAP ISC website at <https://doc.recaap.org/dm/atom/library/37f9ad004d016c0192f2ba744bb8897a/document/b2c7f7004fa0f2c2a866ef46da7e0efd/media?errorPage=true&resolve=false> for the definitions of piracy and armed robbery against ships as adopted by the ReCAAP ISC.



## Incidents Involving Barges While Underway

Two of the four incidents reported in May 2013 occurred onboard barges while underway.

The incidents involving barge *Crest 2825* occurred north of Tanjung Babi, Pulau Batam on 12 May 13, and barge *Crest 289* at approximately 9.8 nm west-southwest of Pulau Berhala on 15 May 13.

In the incident involving *Crest 2825*, the master of the Singapore-registered tug boat *Crest Jade 1* reported that four men armed with knives and long knives boarded the barge at or about 2100 hours (local time) while the vessels were transiting to Malaysia. The master activated the

emergency alarm immediately, and the robbers upon hearing the alarm, fled in a small boat taking with them ship stores.

In the incident involving barge *Crest 289*, the CSO of Singapore-registered tug boat *TCL4401* reported that robbers had boarded the barge between 0000-0400 hours (local time) while the vessels were passing the Tioman Island, enroute to Kuantan Port, Malaysia. The master discovered the missing items upon arrival at the Kuantan Port. In both incidents, the crew was not injured.

## Location of Incidents

In May 2013, two incidents involved vessels that were anchored at the ports and anchorages in Indonesia (Cigading and Taboneo). The other two incidents involved tug boats towing barges

while underway off Malaysia and the Straits of Malacca and Singapore. Refer to Map 1 for the location of incidents reported in May 2013.

## Observations by the ReCAAP ISC

In May 2013, one noticeable characteristic in two of the robbery incidents is the specific targeting of barges while underway. This may be due to the inherent vulnerability of the barges as compared to the tug boats. Barges are usually unmanned while in transit making it easier for the robbers to board the vessel unnoticed. Cargoes and equipment are carried onboard the barges which provides the robbers

more items to steal and more areas to hide, especially during the hours of darkness. As the barge is being towed by the tug boat at a slow speed, it takes considerable time for the tug boat to manoeuvre in order to initiate response, if any, against the robbers present onboard the barge. The robbers on being spotted escapes in the smaller high speed boats/crafts.

## Conclusion

The number of incidents reported in May 2013 showed a downward trend compared to May in the past four years.

The ReCAAP ISC recommends that the owner of tug boat and barge may consider strengthening security measures on the barge; and the master should enhance vigilance and keep a close eye

for the barge, especially in this region and in the hours of darkness.

The Tug Boat and Barges (TaB) Guide provided by ReCAAP ISC is a good instrument to serve as basis for some specific security measures for barges that may be adapted which include the use of onboard illumination, CCTVs and physical arrangements of cargoes, among others.

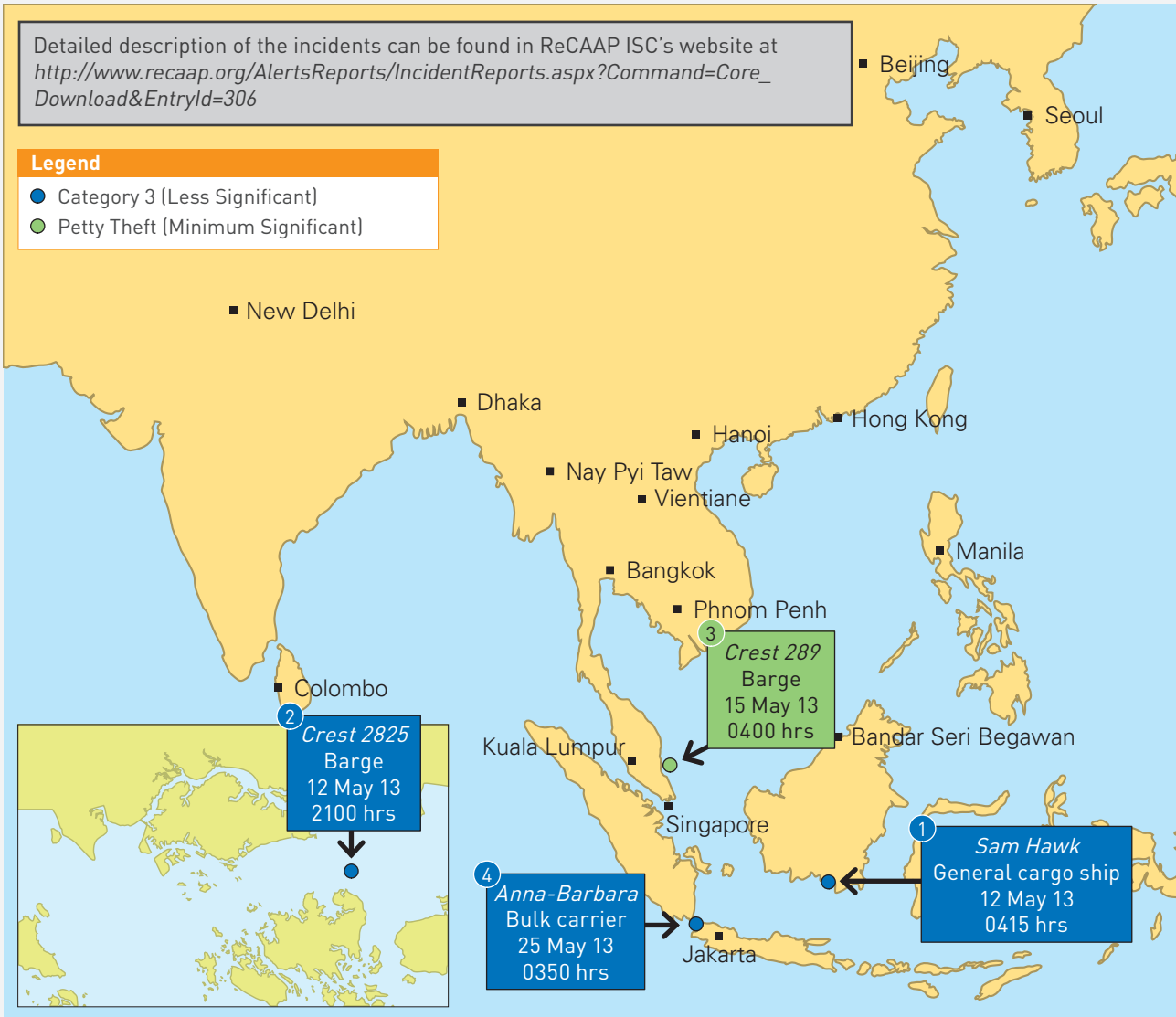
Location of Incidents



Detailed description of the incidents can be found in ReCAAP ISC's website at [http://www.recaap.org/AlertsReports/IncidentReports.aspx?Command=Core\\_Download&EntryId=306](http://www.recaap.org/AlertsReports/IncidentReports.aspx?Command=Core_Download&EntryId=306)

Legend

- Category 3 (Less Significant)
- Petty Theft (Minimum Significant)



Map 1 – Location of incidents in May 2013



## Contact Details of ReCAAP Focal Points / Contact Point

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*Contact Details of ReCAAP Focal Points / Contact Point*

*Correct as at 30 May 2013*